

Irish Airlines Abandon Atlantic Service : Rolls-Royce Year : Navigation Award Revived

CIVIL AVIATION NEWS

T.C.A. REPORT

DURING 1947 T.C.A. flew 1,380,000 more revenue miles than in the previous year. The number of passengers carried increased by 40 per cent and air express volume by 38 per cent, but there was practically no change in the amount of mail. Passengers contributed 68 per cent of the total revenue, mail 25 per cent and cargo 3 per cent, but the line flew with empty space in 1947 which indicated the opportunity for wider employment of air transport in carrying mail and cargo. Only 58.5 per cent of the available ton-mileage was used, as against 67.5 per cent in 1946. Operating revenues in 1947 totalled \$15,297,346, an increase of 19 per cent over 1946. Passenger revenue increased 30 per cent, cargo revenue 47 per cent, but mail revenue increased by only 1 per cent. Over the previous year operating expenses increased by 21 per cent, and amounted to \$16,796,491. There was an operating deficit of \$1,499,145, and after paying \$261,897 interest on capital the deficit for the year was \$1,761,042. Although traffic was heavier than in any other year the North American services were carried on with 200 less staff than the previous year. Even so, revenues were not sufficient to offset mounting expenses which were accounted for not only by expansion but by higher cost of labour and materials. In spite of such circumstances production costs per available ton-mile were reduced by 9.6 per cent.

MAILS BY HELICOPTER

FOLLOWING the highly successful experiments with scheduled dummy mail services in the West Country by B.E.A. and the Post Office when 96 per cent regularity was achieved, a stage further is planned for the coming summer months. On June 1st a daily service with live mail will be flown by helicopter leaving Westwood airfield, Peterborough, at 10 o'clock. The aircraft will deliver mail at King's Lynn, Wells, Sheringham, Cromer, Norwich, Thetford, Diss, Harleston and Great Yarmouth, to connect with the second delivery at each place. The return flight will leave Great Yarmouth at 5.45 p.m., calling at Lowestoft, Beccles, Norwich and Dereham to pick up mails for despatch from Peterborough later in the evening. The Post Office and B.E.A. hope that before the experimental contract finishes in September, much valuable information will have been obtained.

FUTURE POLICY OF AER LINGUS

COINCIDENT with the announcement by Irish Airlines that summer schedules had come into force on April 18th with increased services on the Dublin-Liverpool and Dublin-Manchester routes was the announcement that the Dublin-London service had been reduced from five to four daily with 58-seater Constellations. It was promised that from June 6th, six round-trip services would be flown each day with Constellations. Subsequently it was understood that the Irish government had decided to abandon the plans for a transatlantic service with Constellations, and further there were rumours that the Constellations at present on the London-Dublin service would also be withdrawn. It was said that the short-haul service for such an aircraft was uneconomical owing to the strain upon engines. Alterations have also been made on the Dublin-Brussels, Dublin-Shannon and Shannon-London services.

FLYING BOATS TO SOUTH AFRICA

ON May 4th B.O.A.C. will introduce the Short Solent on the Springbok service to South Africa. From Southampton the route will be through Augusta in Sicily for the first night's stop and thence to Cairo and Luxor for the second stop. The next stage will be across the Anglo-Egyptian Sudan through Khartoum to Port Bell on the north shore of Lake Victoria for the third night's stop at Kampala. The fourth night after flying across Lake Victoria, Tanganyika and Northern



WESTERN STYLE : Visitors, shaded by colourful umbrellas, watch the aircraft taking off and landing at Del Mar Airport, formerly a Naval Air base, north of La Jolla, California.

Rhodesia will be spent near the Victoria Falls on the River Zambesi. Each flight will allow a regular allocation of seats for Victoria Falls. The last stage of the flight across Southern Rhodesia finishes at Vaaldam, the Johannesburg terminal. The Solents will seat 34 passengers and will be B.O.A.C.'s latest contribution to the joint B.O.A.C.-South African service now operated by Yorks and Skymasters. Frequency at the outset will be two Solent services and one York service a week in each direction, but it is planned to replace Yorks entirely by Solents, which will make three round trips weekly. The flight from Southampton to Johannesburg is 6,350 miles and will take a little over four days, and the cost is £167 single and £300 12s return.

PASSENGER PERMIT FOR TUDOR IV

LAST week the Ministry of Civil Aviation announced that on the advice of the Air Safety Board the Tudor IV could be used for carrying passengers, but until trials of range and consumption had been completed the type would not fly between the Azores and Bermuda. B.S.A.A. *Star Leopard* G-AHNN was due to take off from the U.K. with a team of observers from Boscombe Down on April 27th to obtain range and consumption figures on the route to Nairobi. In the meantime B.S.A.A. will fly the Tudor IV on the Atlantic route from London through Shannon and Gander to Bermuda with freight and on proving flights; but no fare-paying passengers will be carried until some further decisions are made.

VIKING CRASH IN SCOTLAND

LITTLE is yet known of the crash of a B.E.A. Viking on Wednesday, April 21st, but a routine investigation will take place. The aircraft was on the 1909 hrs. scheduled flight from London to Glasgow, and passed over Renfrew when weather conditions were poor but not impossible. It is believed that the captain was flying on S.B.A., but for some reason after passing over the airfield the aircraft crashed, without fatal injury to the sixteen passengers or crew of four, on a hill, Irish Law, three miles east of Largs, Ayrshire.

SIAMESE AERADIO COMPANY

TO be known as Aeronautical Radio of Siam, Ltd., a new company has been sponsored jointly by International Aeradio and Aeronautical Radio Incorporated of America. The new company will be established on the same lines as the British and American counterparts, will be a non-profit-making